Mustang distributor

Your Ford Mustang distributor is the perfect first restoration project. With a few tools and a couple of hours you can make one of the most important parts of your engine look and perform like new, with a distributor rebuild. And if you only want to learn how to replace an old, worn or defective distributor, in your classic car, you'll find that here too. Yep, a real beauty. As you can also see, there's a lot of work to be done to both, the engine and engine bay before this old pony car sees the light of day. The Ford Mustang distributor on both the small block V8 engines, such as the , , and V8 engines are all located at the front of the engine blocks. As well, the Big block Ford Mustang distributor such as the cubic inch V8 seen on this GT, and the Cobrajet is also located near the front by the water outlet. If you own a running car and just want to restore or detail your engine's distributor, you'll need to remove it from the engine to simplify the job and prevent harsh chemicals from touching other parts of the engine or under hood areas. Tools and Materials Required 1. Slot head screwdriver 5. Scotchbrite pad or steel wool 6. Assembly lube or STP Scratching this line into the housing base as well as the corresponding edge of the intake manifold casting will allow you to remove the distributor for cleaning up and restoring, while preserving the engine timing that you now have. Then mark, or take a picture of the unit still attached to note exactly how it sits when bolted in as well as which direction the pointy contact end of the rotor points. The position of these two things, make it possible to complete the process without needing to reset your engine's spark timing. Step 2: Remove your Ford Mustang Distributor Wires Keeping things as simple as possible for re-installation, one by one, remove and mark the distributor wires showing which terminal it goes onto in the distributor cap. For extra insurance, you might even want to take a quick digital picture with your phone or camera to make sure it all goes back together the way it came off. Step 3: Remove the hold down bolt and bracket Secure these parts in a safe place such as a zipper bag for later use and then pull the distributor assembly out with a slight twisting motion. Place it directly onto a suitable work surface such as a piece of wood, cardboard or a work bench. Step 4: Remove Components Carefully remove the Mustang distributor cap with a screwdriver and set it aside. If it's even only a couple of years old, it's time to replace it and the rotor below it, that's attached to the distributor shaft. If you are also replacing the points and condenser, then remove them using a screwdriver. If you're not sure about how they go back, it's a good idea to take another picture for future reference. If you do decide to remove them, chances are, you will have to then, re-set your point's gap according to the specs from your pony car's repair manual. Later cars, with electronic ignition, or early cars changed to electronic control are even easier. In this case, you can simply leave it all there and continue on cleaning up the exterior of your distributor, or remove the pieces without worrying about anything more than one gap measurement if they are adjustable. Finally remove the two screws holding the vacuum advance unit to the side of the distributor body and pull it out of the rectangular hole. Step 5: Distributor Restoration Once all the pieces have been removed it's time to renew your distributor housing. If your unit is like mine, there's some ugly paint to remove along with the grease, which means a treatment of paint stripper. Carefully brush the paint stripper onto the body of the unit wearing goggles and rubber gloves and allow it to bubble up the old nasty paint. Then brush the loosened paint off with a stiff wire brush. Don't use a metal scraper. It will only leave deep scratch marks that are almost impossible to remove. In most cases, all you need to do now, is use your scotch brite pad or some fine steel wool to bring up the casting to a nice matte finish. Or if stock isn't your thing, you're ready to get out the aluminum polish and buffer wheel and make that thing shine! Step 6: Reassembly Using your pictures, scratch marks and tape, reassemble the unit and get it ready for installation into your Ford Mustang's engine. Step 7: Install Place a small amount of assembly lube onto the distributor gear and around the O-ring that seals the unit to the intake manifold body and carefully slide the shaft and gear back into the hole, meshing the Ford Mustang distributor's teeth with the gear inside the engine. The two areas that need to line up to get the engine running right away are the base marks and the position of the rotor on the top of the assembly. This should be easy since you only have to line up the scratch marks on the outside of the assembly casting and line up the new rotor as you marked it or photographed it. Once in place, simply reattach the hold down bracket and bolt. Then, clip or bolt your new distributor cap onto the unit and reattach the ignition wires according to the tags you made prior to dis assembly. Double check your work and you're done! If you are rebuilding your engine or have a unit already out of the car, it's even simpler to restore your Ford Mustang distributor since you know that later the ignition system will have to be timed. Ignition wires already attached? Follow step 2 above to make reattachment faster. Step 1b: Remove the Unit Unbolt the hold down bolt, removing it and the hold down bracket and place them into a secure container or bag for safe-keeping. Step 2b: Remove Components Remove the distributor cap, rotor and if necessary, points and condenser and vacuum advance unit. Step 3b: Degrease and Remove Paint See step 5 above. Step 4b: Distributor Restoration

See step 5 above Step 6b: Reassembly Carefully reattach the Ford Mustang distributor's vacuum advance unit, points and condenser if removed and rotor onto their respective areas. Don't attach the distributor cap yet except for keeping the dust out of the housing. You'll need to have access to the electronics inside and the location of the rotor when attached to the distributor shaft to get things lined up when timing your engine. That's it. You're done. Easy wasn't it? See the main list above for short, simple to do projects such as air cleaner and valve cover restoration, or replacement and restoration of your front and rear brakes. Here's my beautiful unrestored Ford Mustang Coupe, with custom rust and an ahem A couple of months ago, while replacing a worn-out with a Smeding Performance stroker small-block for the Nov, No problem, we thought as we headed down to the local AutoZone. But there was a problem, as we discovered when the counterman whipped out a rebuilt distributor from an '80s 5. At first glance, these later-model distributors look similar to vintage small-block distributors, and in fact, they will drop in and work with an older or But on closer inspection, we noted that the newer distributors have several differences, most notably the square opening for the wiring grommet. In addition, a vintage distributor would assist with our goal of a factory-engine appearance. A quick call to Mike Ulrey was all it took to locate a rebuilt '66 distributor, but the process started us thinking, how do you recognize vintage Mustang distributors? Fortunately, Ulrey had the answers. In '65 through most of '67, Mustang distributors were also FoMoCo, followed by a switch to Autolite later in the '67 model year. The Autolite distributors were used through the '71 model year until they were replaced by Motorcraft versions, which were used in "73 and for a number of years after as service replacements. But in '67, the big-block was added to the Mustang's engine lineup, resulting in the need to recognize small-block and big-block versions. Thankfully, they are easy to differentiate. Small-block and distributors have two cast rings, as Ulrey calls them, on the shaft portion of the body, while FE big-blocks have three. All vintage Mustang distributors used a cast gear on the end of the shaft. When using a vintage distributor in a 5. Ulrey also notes that all Mustang V-8 distributors used a long bushing for the top of the shaft. This led to early failure for many distributors. All distributors rebuilt by Ulrey come with the lower bushing for added stability and durability. The vast majority of Mustang distributors were of the single-point variety. As you might expect, those distributors are rare and very valuable today as a result. The "67 Hi-Po distributors feature centrifugal advance so they don't have a vacuum diaphragm. However, nearly every other Mustang distributor used vacuum advance. Early on, single diaphragm units were used, with dual diaphragm added to most engines in '68 to assist with emissions. FE big-blocks with automatic transmissions continued to use single diaphragms through ' All Mustang production and service distributors have a casting number and date code, both of which help to identify the units. The casting number identifies the distributor right down to its specific application. For example, casting number C5GFA the is cast into all distributor bodies, while the C5GF and A are stamped indicates a unit that was originally used for a '65 Mustang with the four-barrel engine and four-speed manual transmission. To identify the application for model year, car line, engine, carburetion, transmission, and even emissions equipment in some cases, there were hundreds of different casting numbers for Mustang distributors. Those books include identification numbers for many Ford parts. The three or four-digit date code stamped below the casting number identifies when the distributor was produced. The later Autolite and Motorcraft distributors follow the same pattern for the first two digits, but the last digit or digits indicates the day of the month. For example, an Autolite distributor with date code 8M11 was produced on December 11, Unless you're preparing a vintage Mustang for concours competition, the date code and even the casting number is not that important. However, if you want a vintage appearance and the correct access hole for your factory wire or PerTronix harness, this guide will help you find the right distributor. When we left off last night in our Week To Wicked Mustang LX Sport project, we had just removed the stock engine and transmission and installed most of the Maximum Motorsports suspension. The first step is installing full-length Fox-body Mustang subframe connectors from Maximum Motorsports to our LX hatchback. Readers share the story and pictures of their muscle Mustangs and fast Fords. We apologize for this inconvenience and encourage you to visit Mustang Monthly. How To. Mustang Monthly How To Engine. They're still available new from Here are the four most common types of vintage Mustang distributors. Later distributors do not have this hole. Two different shaft sizes were used. The larger version on the right was used in Ws, Cs, and s. In , the lower bushing was discontinued. High-performance distributors, like this Boss version, used dual points as opposed to the single points found in most Mustang engines. Photo Gallery View Photo Gallery. Sources Mike Ulrey. Connect With Us. Stay informed with our Newsletter Sign Up Now. Most Popular. View More Girls. See All News. Sponsored links. Related Articles. Mustang Ford Mustang - 86 - 87 - 88 - 89 - 90 - 91 - 92 - Upload a Photo. Add to Wishlist Call to Order. Late

Model Restoration is proud to offer this brand new Mustang 5. This distributor comes completely pre-assembled with the cap, rotor and steel gear. If you're experiencing ignition cutout or loss of power, it's possible that you need to replace your distributor! Application Note This distributor includes a steel gear that fits roller camshaft only. This is a brand new distributor that has not been re-manufactured. Telltale Signs You may ask, "what does a distributor do? Telltale signs of a bad distributor are generally obvious. Most occur upon start-up or lack thereof. Difficulty starting? Another telltale sign. Lastly, shaking! If your car is shaking while it is started - generally most often during idle - you may need a new distributor. Finish Note This distributor features a gray distributor cap. Application Fits Ford Mustang 5. Customer Photos 2 Upload a Photo. Vehicle Applications Ford Mustang - 86 - 87 - 88 - 89 - 90 - 91 - 92 - By uploading an image, you agree to give LMR. The Ford Duraspark we offer is a high performance unit for those who want a completely stock appearing or factory style electronic distributor. Each Duraspark Electronic Distributor is custom calibrated on a distributor machine and blueprinted for your Ford engine to provide maximum power, torque and instant throttle response. A super smooth advance curve assures excellent performance and mileage. The vacuum advance is calibrated for maximum fuel economy and light throttle ping is eliminated. The factory center bushing on our Duraspark Distributors is replaced with a full length bronze oil impregnated bushing to provide increased durability and cure top end timing fluctuation,

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 which is a common problem in these distributors due to the weaker stock bushing. Our Duraspark Distributor can be used for a number of applications from everyday street use to all out racing. It will work with other modules and coils, but rpm ability is not guaranteed. Please note that Duraspark Distributors may not be ready for immediate shipping. The attention to quality and detail requires us to build each unit per order, and due to this process orders can take several days to complete before shipping out. During our busy season March-September , build times can take slightly longer. The Ford Duraspark is covered by a one year warranty from date of purchase on street use applications. Racing applications have a 30 day warranty. Description Additional information Description The Ford Duraspark we offer is a high performance unit for those who want a completely stock appearing or factory style electronic distributor. Choose an option 4 Cylinder 2. Choose an option Blue Gray Red Clear.